

Patent claims

1. A supporting frame for a utility vehicle, in particular a tractor unit, having a front part, a center part and a rear part, characterized in that the center part (16) is of latticework-like construction with at least two top chords (34, 36) and at least two bottom chords (38, 40) and forms a box-shaped cross section as viewed in the longitudinal direction of the vehicle, and the front part (14) and the rear part (18) are of ladder-frame-like design with a right-hand and a left-hand longitudinal member segment (20, 22, 26, 28), the longitudinal member segments (20, 22, 26, 28) having a U-like cross section as viewed in the longitudinal direction of the vehicle.
2. The supporting frame as claimed in claim 1, characterized in that the legs of the longitudinal member segments (20, 22, 26, 28), with a U-like cross section of the front and the rear part (14, 18), in each case extend in the direction of the opposite longitudinal member segment (20, 22, 26, 28), and the top chords (34, 36) lying at the longitudinal edges of the center part (16) have an L-like cross section as viewed in the longitudinal direction of the vehicle.
3. The supporting frame as claimed in claim 2, characterized in that a first leg of the top chords (34, 36) of L-like cross section runs parallel to a base of the respectively associated longitudinal member segment (20, 22, 26, 28) of the front part (14) and/or rear part (18), and a second leg of the top chords (34, 36) extends outward from the base of the respectively associated longitudinal member segment (20, 22, 26, 28) in the opposite direction to the legs of the longitudinal member segments (20, 22, 26, 28).
4. The supporting frame as claimed in one of the preceding claims, characterized in that the bottom chords (38, 40) lying at the longitudinal edges of the center part (16) have an L-

like cross section as viewed in the longitudinal direction of the vehicle.

5. The supporting frame as claimed in claim 4, characterized in that a first leg of the bottom chords (38, 40) of L-like cross section runs parallel to a base of the respectively associated longitudinal member segment (20, 22, 26, 28) of the front part (14) and/or rear part (18), and a second leg of the bottom chords (38, 40) extends outward from the base of the respectively associated longitudinal member segment (20, 22, 26, 28) in the opposite direction to the legs of the longitudinal member segments (20, 22, 26, 28).

6. The supporting frame as claimed in one of the preceding claims, characterized in that an essentially triangular thrust plate (50, 52, 54, 56) for connecting the top chord (34, 36), the bottom chord (38, 40) and the respectively associated longitudinal member segment (20, 22, 26, 28) of one side is provided.

7. The supporting frame as claimed in one of the preceding claims, characterized in that the top chords (34, 36) and bottom chords (38, 40) of one side, the two opposite top chords (34, 36) and/or the two opposite bottom chords (38, 40) are in each case connected to one another by means of at least one thrust plate (42, 44, 46, 50, 52, 54, 56).

8. The supporting frame as claimed in one of the preceding claims, characterized in that the bottom chords (38, 40), at least in the region of the rear end of the center part (16), are connected to one another by means of a portal member (58) which is U-like as viewed in the longitudinal direction of the vehicle and is open downward.

9. The supporting frame as claimed in claim 8, characterized in that the portal member (58), in its top region opposite the

bottom chords (38, 40), is connected to a cross member (30) of the front part (14) or rear part (18).

10. The supporting frame as claimed in one of the preceding claims, characterized in that a chassis fastening for the rear axle (66), in particular a stabilizer mount (60), is arranged in the region of the rear end of the bottom chords (38, 40) of the center part (16).